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A WINDSCREEN WIPER

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## BACKGROUND OF THE INVENTION

10 This invention relates to a windscreen wiper. More particularly, the invention relates to a windscreen wiper assembly and to a coupler for a windscreen wiper assembly.

## Description of the Related Art

15 WO-A-98/19 899 discloses a windscreen wiper assembly having a wiper arm, a windscreen wiper with a resiliently flexible elongate beam which is curved in a plane, and a coupler for coupling an end of the wiper arm to the wiper. However, with this prior art assembly the beam is tightly gripped and flexing movement of the beam in the coupler is inhibited. This impairs operation of the wiper.

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Thus, according to the invention there is provided a coupler for coupling an end of a wiper arm to a windscreen wiper having a resiliently flexible elongate beam which is curved in a plane, comprising

a support structure; and

a mounting means for mounting the support structure to the beam;

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characterized therein that the coupler has at least one spacing formation carried by the support structure, engageable in use with an upper surface of the beam, for spacing the upper surface of the beam a predetermined distance from the support structure, thereby to provide a space in which the beam can flex, in use.

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30 Th invention extends to a windscreen wiper assembly which includes a  
windscreen wiper having a resiliently flexible elongate beam which is curved in a  
plane and a coupler in accordance with the invention engaged therewith.

35 At least one spacing formation may comprise a fulcrum formation which  
permits, in use, bending movement of the beam about the formation in the plane  
of curvature.

Preferably there may be a pair of spaced spacing formations.

40 The support structure may have an elongate, substantially planar base  
with the spacing formations being defined on a bottom surface of the base. Each  
spacing formation may comprise an elongate protrusion located transversely to the  
base and, in use, transversely to the plane of curvature of the beam. Each  
protrusion may have a rounded or sharpened edge to allow bending of the beam  
thereabout.

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The mounting means may comprise two pairs of spaced apart claws  
which extend from the base. Each of the spacing formations may be proximate  
or aligned with one of the pairs of claws.

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50 The spacing between the upper surface of the beam and the bottom surface of the support structure may be sufficient to permit flexing, in use, of the beam.

55 The spacing between the claws of each pair may be substantially equal to the width of the beam at that position in order to inhibit pivoting or twisting of the beam about its longitudinal axis and to impede relative lateral movement.

60 The beam may have a securing formation complementary to one of the pairs of claws for securing the support structure to the beam so that longitudinal movement of the beam relative to the coupler at that point is impeded. Those skilled in the art will appreciate that relative longitudinal movement will be permitted between the beam and the support structure at the pair of claws spaced from the securing formation.

65 The coupler may thus be mounted to the wiper such that longitudinal movement of the beam relative to a point on the coupler, rotation of the beam about its longitudinal axis and rotation of the longitudinal axis of the beam relative to the longitudinal axis of the arm (known as fish tailing) are substantially inhibited.

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The assembly may also include a connecting structure for pivotally connecting the end of the wiper arm to the wiper to allow pivotal movement of the

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wiper arm relative to the wiper in the plane of curvature. It will be appreciated that the connecting structure may form a part of the coupler or of the arm or a combination of both.

It will be appreciated that the wiper performs better with a coupler in accordance with the invention as the beam is able to flex about the spacing formations inside the coupler.

It will also be appreciated that the windscreen wiper assembly as described above significantly reduces the height required between a windscreen and a vehicle bonnet in order to improve wind flow over the vehicle and allow the windscreen wiper assembly and arm to be hidden below the vehicle bonnet.

It will be appreciated further that the invention has specific application to a low profile wiper and that the coupler is designed to minimise the distance or space between the bottom surface of the support structure and the upper surface of the beam whilst still providing sufficient space for the beam to flex. It will also be appreciated that the distance or space is dependent on the distance between the spacing formations and will accordingly be larger when the spacing formations are further apart to allow for bending movement of the wiper between the points of contact. A height dimension from a bottom edge of a rubber which is mounted to the beam of the wiper and the highest protrusion of the coupler may be less than 25 mm and preferably is less than 20 mm.

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**BRIEF DESCRIPTION OF THE DRAWINGS**

The invention is now described, with reference to the accompanying

drawings, in which;

Figure 1 shows a schematic isometric view of a windscreen wiper assembly,  
in accordance with the invention, with the wiper shown in a straightened condition;

Figure 2 shows a partially exploded view of the assembly of Figure 1;

Figure 3 shows an enlarged view of part of the assembly of Figure 1;

Figure 4 shows a sectional and elevation of the assembly of Figure 3 taken  
along the line IV-IV in Figure 3.

Figure 5 shows a detailed view of part of a windscreen wiper which forms part  
of the assembly shown in Figure 1;

Figure 6 shows a schematic isometric view of a coupler for a windscreen wiper  
assembly, in accordance with another aspect of the invention;

130 Figure 7 shows a bottom view of the coupler of Figure 6;

Figure 8 shows a sectional side elevation of the coupler of Figure 7 taken along the line VIII-VIII in Figure 7.

*KA* **BRIEF DESCRIPTION OF THE PREFERRED EMBODIMENT**

135 In the drawings, a windscreen wiper assembly, in accordance with the invention, is generally designated by the reference numeral 10.

The assembly 10 includes a wiper arm 12, a windscreen wiper 14 and a coupler 16, generally indicated by reference numeral 16, for coupling an end of the wiper arm 12 to the wiper 14. The wiper 14 includes a resiliently flexible elongate beam 18 which is curved in a plane perpendicular to axis Z (as shown in Figure 1). A rubber wiping strip 20 is mounted to the beam 18.

145 Referring specifically to Figures 6 to 8, the coupler 16 comprises a support structure 23, having an elongate, substantially rectangular, planar base 22. A height dimension H between a bottom edge 21 of the rubber 20 and highest protrusion of the coupler 16, is preferably less than 25 mm. A mounting means in the form of two pairs of spaced apart claws 24.1 and 24.2 extend from the base 22 of the support structure 23. A pair of fulcrum formations in the form of elongate impressions 26.1 and 26.2 are located transversely to the base 22, each aligned with a corresponding pair of claws 24.1 and 24.2. Each impression 26.1 and 26.2 has a rounded bottom edge 28 as can be seen in Figures 7 and 8. The coupler 16 may be formed of a rigid synthetic plastics material or steel.

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A pair of support sides 30 extend substantially transversely to the base 22 of the support structure 23, with a pair of aligned openings 32 defined in the support sides 30.

Referring to Figures 1 to 3, the assembly 10 also includes a connecting structure 34 for pivotally connecting an end 36 of the wiper arm 12 to the wiper 14. The connecting structure 34 includes a substantially planar upper surface 38, with two substantially parallel sides 40 depending downwardly from the surface 38. The sides 40 are spaced a predetermined distance apart so that they fit snugly between the support sides 30 of the coupler 16, so as to prevent lateral movement and rotational movement about the Y axis between the longitudinal axis of the arm 12 and the beam 18. An aperture 42 is defined in each side 40, the apertures 42 being aligned to the openings 32 for receiving a transverse pivot pin 44 for pivotally connecting the coupler 16 to the wiper arm 12.

The assembly also includes a nose piece 46 which covers part of the coupler 16 and connecting structure 34.

The beam 18 is provided with a pair of indents 48 (Figure 5), which is complementary to one of the pairs of claws, for securing the coupler 16 to the beam 18 at that point so that longitudinal movement of the beam 18 relative to the coupler 16 is inhibited at that point.

In use, the connecting structure 34 is attached to the end 36 of the arm 12. The connecting structure 34 and the coupler 16 are connected to each other by

means of the pivot pin 44. The coupler 16 is positioned on the beam 18 so that one  
180 of the pairs of claws 24.1 is aligned with the indents 48 on the beam 18, and distal  
ends 50 of the claws 24 are folded over the beam 18, so that the rounded ends 28  
of the fulcrum formations abut an upper surface 52 of the beam 18 as is shown in  
Figure 4.

185 The pair of claws 24.1 which is aligned with the indents 48, secures the  
beam 18 in position at that point so that longitudinal movement of the wiper 14  
relative to the coupler 16 is restrained. The other pair of claws 24.2 are folded over  
edges of the beam 18 but allows longitudinal movement of the wiper 14 relative to  
the coupler 16 at that point.

190 In use, movement of the wiper assembly 10 relative to a windscreen causes  
the wiper 14 to move in the plane of curvature as it straightens and bends to  
accommodate various curvatures of the windscreen. Movement of the beam 14 in  
the plane of curvature is allowed by the fulcrum formations.

195 The applicant believes that the advantages of the wiper assembly 10 as  
described with reference to the drawings, are that it allows substantially unrestrained  
movement of the wiper 14 in its plane of curvature and provides a low profile coupler  
16 with its associated advantages. It will be appreciated that unrestrained beam  
200 bending movement is conducive to optimal force distribution performance. The wiper  
assembly also significantly reduces the height required between the windscreen and  
the vehicle bonnet, thereby improving wind flow over the vehicle and allow the  
windscreen wiper assembly and arm to be hidden below the vehicle bonnet.